

**Amendments to the Claims:** This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1.-12. Cancelled

13. (New) Motor-pump unit for slip-controlled vehicle brake systems, including an accommodating member for hydraulically active elements comprising at least one working piston, which is translationally movably guided in the accommodating member, and projects with an end into a crank space for a rotationally movable driving element which is encompassed by a bearing having a bearing ring with an essentially bowl-shaped bottom, and extends over a frontal end of the driving element, and the bottom comprises an outside surface which is movable to rest against a crank space bottom,

wherein the crank space bottom includes an axial bearing element for the bottom which, starting from the accommodating member, projects in the direction of the bottom and has a contact surface with an area that is smaller than the area of the outside surface.

14. (New) Motor-pump unit as claimed in claim 13, wherein the axial bearing element has an extension that is smaller than the crank space bottom and leaves open at least part of the crank space bottom.

15. (New) Motor-pump unit as claimed in claim 13, wherein the axial bearing element is made of a bearing material that is considerably harder than the material of the accommodating member.

16. (New) Motor-pump unit as claimed in claim 13, wherein the bearing ring is made of a hard bearing material which has approximately the hardness of the bearing material of the axial bearing element.

17. (New) Motor-pump unit for slip-controlled vehicle brake systems, including an accommodating member for hydraulically active elements comprising at least one working piston, which is arranged and guided in the accommodating member so as to be movable in a translational manner, and projects with an end into a crank space for a rotationally movable driving element which is encompassed by a bearing having a bearing ring with an essentially bowl-shaped bottom, and extends over a frontal end of the driving element, and wherein the

bottom with an outside surface is movable to rest against a crank space bottom, wherein the crank space bottom includes an axial bearing element for the bottom which, starting from the accommodating member, projects in the direction of the bottom and has a contact surface with an area that is smaller than the area of the outside surface

wherein the axial bearing element is designed as a ball, and in that the ball is fixed to the accommodating member.

18. (New) Motor-pump unit as claimed in claim 17,  
wherein the crank space bottom includes a bore in which the ball is secured in such a fashion that at least part of the ball projects from the crank space bottom.

19. (New) Motor-pump unit as claimed in claim 17,  
wherein the ball is press-fitted or wedged in a bore.

20. (New) Motor-pump unit as claimed in claim 17,  
wherein the ball is press-fitted or wedged in a bore and the ball has a diameter being at least slightly larger than the bore.

21. (New) Motor-pump unit as claimed in claim 17, wherein the crank space bottom includes a bore in which the ball is secured in such a fashion that at least part of the ball projects from the crank space bottom, and  
wherein the bore is arranged in alignment with an axis (A) of a driving shaft.

22. (New) Motor-pump unit as claimed in claim 17 wherein the crank space bottom includes a bore in which the ball is secured in such a fashion that at least part of the ball projects from the crank space bottom, and  
wherein the bore is arranged concentrically to a bore of the crank space.

23. (New) Motor-pump unit for slip-controlled vehicle brake systems, including an accommodating member for hydraulically active elements comprising at least one working piston, which is arranged and guided in the accommodating member so as to be movable in a translational manner, and projects with an end into a crank space for a rotationally movable driving element which is encompassed by a bearing having a bearing ring with an essentially bowl-shaped bottom, and extends over a frontal end of the driving element, and wherein the

bottom with an outside surface is movable to rest against a crank space bottom, wherein the crank space bottom includes an axial bearing element for the bottom which, starting from the accommodating member, projects in the direction of the bottom and has a contact surface with an area that is smaller than the area of the outside surface wherein the crank space bottom includes a bore in which the ball is secured in such a fashion that at least part of the ball projects from the crank space bottom, and wherein the bore is arranged concentrically to a bore of the crank space, and

wherein the bearing ring with the bottom encompasses an eccentric so that the bottom, due to a driving rotation, describes an eccentric circular path in relation to the fixed contact surface on the ball.

24. (New) Motor-pump unit for slip-controlled vehicle brake systems, including an accommodating member for hydraulically active elements comprising at least one working piston, which is arranged and guided in the accommodating member so as to be movable in a translational manner, and projects with an end into a crank space for a rotationally movable driving element which is encompassed by a bearing having a bearing ring with an essentially bowl-shaped bottom, and extends over a frontal end of the driving element, and wherein the bottom with an outside surface is movable to rest against a crank space bottom, wherein the crank space bottom includes an axial bearing element for the bottom which, starting from the accommodating member, projects in the direction of the bottom and has a contact surface with an area that is smaller than the area of the outside surface, the axial bearing element has a design smaller than the crank space bottom and leaves open at least part of the crank space bottom,

wherein a channel opens into the left open part of the crank space bottom and the channel is used for the discharge of leakage fluid.